

**MARINE MEMORANDA**

**Several Clearances for Europe Made Yesterday.**

**ALLIANCE DUE DOWN TOMORROW**

**Schooner Annie Larsen in From San Francisco—Costa Rica Due in—Astec a Sunday Arrival—Telegraph to Discontinue.**

The master and first officer of the British bark Galena have been found relatively responsible for the disaster that resulted in the stranding of that fine vessel on the 13th of October last, on the sands of Clatsop beach, their errors being accentuated, in not keeping a correct log, and in the non-use of the lead. Eighteen members of the crew will suffer diminution of their pay for refusing to assist in the dismantling of the vessel, after she was stranded.

On the arrival of the Telegraph here yesterday, it was intimated that she would soon be pulled off the winter run for good, and put through a careful course of overhauling for the open weather service for which she is so well calculated. She has been running to list business for some time, and her owners feel warranted in making the change, to equip her for the big traffic she always enjoys in the pleasant weather half of the year.

Captain J. M. Lawrence departed on Sunday last for his home in England. His experience here, as the master of the wrecked bark Peter Irzdale has had a crushing effect on him physically, and he hopes to recuperate in the kinder realm of home. He thought he would be in "old Liverpool" by the dawning of Christmas.

Charley Fowler, the Kamm agent in this city, has returned to his desk at the dock office. He reports the work on the steamer Lurline progressing finely and that she will be on duty again by New Year's day, provided no delay is had in securing her dynamo and lighting device fixtures.

The steamer Costa Rica is due in from San Francisco and would have been in last night, probably, but for the sudden springing up of the stiff sou'easter.

The freighting steamship Astec arrived in from the Bay City on Sunday morning, with a lot of freight for this port, and left up yesterday morning.

The five-masted schooner Geo. E. Billings, sailed yesterday for San Francisco, with lumber from Flavel and the Old Oregon Mills.

The steamer Alliance is due down from Portland on her way to Coos

Bay early tomorrow morning. She will take out with her the Mack Swain Theatrical troupe for Marshfield.

The British ship Robert Duncan cleared from this port yesterday for Falmouth, for orders, and will take dispatch as soon as she can get over the bar.

The schooner Annie Larsen has arrived in from the Bay City and will load lumber at the docks of the Astoria Box Company, for the return trip.

The French bark Bougainville cleared at the custom house yesterday for Europe with grain, her destination being Limmerick.

The steamer Cascades arrived down on Sunday morning from Portland and went to sea and San Francisco yesterday.

The barkentine Aurora has arrived in from San Francisco, Portland bound, and will leave up on the first tow.

**Gratefully Cheerful**—Rev. Mr. Elffsen, the devoted champion of the new home for the Seamen's Friend Society in this city, yesterday informed a reporter of the Astorian that the society had finally and fully purchased the lot upon which will be erected the new home for sailors here, the price thereof, \$1,000, having been achieved at least a year sooner than had been expected, owing to the kindly interest of Mrs. M. C. Flavel and her friends, and for which he is profoundly grateful and correspondingly cheerful. Not only is the lot paid for and the title vested in the society, but there is a sum of \$150 that may be applied at once to the foundations for the new home, and it is the present righteous and reasonable hope of the society and this faithful agent of it, to have the home opened during the coming summer, a consummation that will be wholly creditable to the community, as well as to the generous people who have made it possible.

There's a Hill at Bowie, Tex., that's twice as big as last year. This wonder is L. W. Hill, who from a weight of 90 pounds has grown to over 180. He says: "I suffered with a terrible cough, and doctors gave me up to die of Consumption. I was reduced to 90 pounds, when I began taking Dr. King's New Discovery for Consumption, Coughs and Colds. Now, after having taken 12 bottles, I have more than doubled in weight and am completely cured." Only sure Cough and Cold Cure. Guaranteed by Chas. Rogers, Druggist, 50c and \$1.00. Trial bottle free.

**DANGER IN ASKING ADVICE.**

When you have a cough or a cold do not ask some one what is good for them, as there is danger in taking some unknown preparations. Foley's Honey and Tar cures coughs, colds and prevents pneumonia. The genuine is in a yellow package. Refuse substitutes. T. F. Laurin.

What Adam ate, not what he drank. Was he from Eden's garden driven, O, what a difference there now would be, If he had taken Rocky Mountain Tea. For sale by Frank Hart.



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**THERE IS A TIME FOR EVERYTHING**

Now is the time to buy your clothes for winter. We have gathered the finest and best lot of clothes it is possible to secure. It is ready for your inspection.

**P. A. STOKES, Uncommon Clothes.**

**TILLAMOOT RAILWAY IN STATUE QUO**

**THE DIFFICULTY ENCOUNTERED FROM RESIDENTS OF TILLAMOOK COUNTY IN SECURING RIGHT OF WAY STOPS WORK.**

A gentleman, just in from the Tillamookian railway points and who arrived in Astoria yesterday, after a month's absence, reports that a number of rights-of-way deeds were secured from the settlers along the route but that considerable difficulty was experienced in securing them from some of the old settlers. Although nearly everyone was anxious to secure railroad connections with the outside world, the moment that it was mooted that a railroad was to be built, and it crossed any of their property, the land immediately became as valuable as business property on Wall street, New York. Instances are cited where fabulous sums were asked for a right-of-way, and in some instances, possibly the price offered was inadequate to the damage done to the property, but in most instances, a fictitious value was placed on the property.

Some of the old settlers who have resided in Tillamook for many years, were imbued with the idea that the building of a railroad was the means of permitting them to unload their holdings on the railroad company at fabulous prices, and which would make them independently rich. One farmer who has resided in the county since the year "one" refused to allow the company to cross his land, unless they bought his entire farm. He was very modest in his demand, only wanting \$50,000 for 160 acres of land. As a result of the sudden inflation in property values over twenty other suits were filed in the United States court in Portland in condemnation proceedings to secure the rights-of-way.

The Lytle road has already constructed about 30 miles of road and had a large force of men and teams grading the road to Tillamook, but was compelled to withdraw the men and teams pending the decision of the court and the obtaining of the right-of-way. The Astoria & Columbia River Railroad have completed their survey, but have not awarded any contracts for constructing the road, as they, too, have been compelled to bring condemnation proceedings to secure the right-of-way. It is not considered probable that work of construction on either of the roads will be resumed until next summer,

and unless a reasonable price is decreed for the right-of-way, it is possible that no work will be undertaken next year. The people generally are anxious to secure both the Lytle and A. & C. roads, but seem to be unwilling to grant the necessary concessions to secure the same. Experience has demonstrated, that it is cheaper to accept the amounts tendered by railroad companies than fight them in the courts. If a railroad is determined to construct a road to a given point, it usually accomplishes its purpose and frequently obtains rights-of-way at less than is offered in the first instance.

**Has Arrived**—The beautiful new hearse long due here for Mr. Gilbaugh, the undertaker, arrived yesterday morning. It is an elegant vehicle, finished in rich, quiet gray, and exquisitely ornamented. It is a difficult matter to wish Mr. Gilbaugh success with the handsome rig, without wishing someone else an element of adverse luck; so it may be enough to say that it is exceedingly handsome to look at, and may be easy to ride in, a conclusion most easily accepted without a word of proof and much simpler than proving it for one's self.

**HYOMEI CURES CATARRH.**

Costs Nothing Unless It Gives Relief—Sold Under Guarantee.

No matter how severe or chronic a case of catarrh you may have, consult T. F. Laurens about the use of Hyomei. He has so much faith in the efficacy of this treatment that he gives his personal guarantee with every outfit he sells that it will effect a cure, or the money will be refunded.

In many instances Hyomei has cured catarrh when the patient has suffered from childhood. Quite a few people in Astoria, who have been unable for years to get a good night's sleep on account of the disagreeable tickling and drooping at the back of the throat, have obtained quick relief from a few treatments with Hyomei, and the continued use has made a complete and lasting cure.

There is no stomach dosing when one uses Hyomei. Simply breathe its medicated healing with every outfit, and all catarrhal germs will be killed and the mucous membrane will be healed.

A complete Hyomei outfit costs but \$1, sufficient for at least two weeks' treatment, making it one of the most economical methods of curing catarrh. If the outfit does not complete a cure, extra bottles of Hyomei, if needed, can be bought for 50 cents. Remember that there is no risk in buying Hyomei. It costs nothing unless it cures.

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